INEW-YORK, TUESDAY, SEPTEMBER 8, 1885.

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TOO LITTLE WIND FOR A RACE

THE PURITAN AHEAD, BUT THE COURSE NOT GONE OVER.

ANOTHER ATTEMPT TO BE MADE TO-DAY-SPLEN-DID QUALITIES OF THE BOSTON BOAT.

An attempt was made yesterday to sail the first of the international yacht races over a course twenty miles to windward of the Scotland Lightship and return. The race failed for lack of wind, and will be sailed to-day; but there is joy in the hearts of Bostonians and satisfaction in the soms of all Americans. It was the day the Puritan dreaded-light and variable winds a glassy sea. Nevertheless she left English yacht behind in manner which surprised even her most ardent admirers and proved that she could both outfoot and out-point the fastest yacht of England in light weather certainly -in all weather probably. The most rabid cutter man who saw the race was confounded and confuted. The Puritan is Queen of the waters. The unfinished race was the occasion of the greatest marine display ever seen in these waters, and the fleet that followed the racers excelled even that went out to see the Cambria's 1870. Though the race was not finished, the thousands who went out to see it were well repaid by the sight of the phenomenal sailing of the Boston The more the Puritan seen the more wonderful she becomes. It is true that heavy weather is the Genesta's strong point, but it is also the Puritan's. If there is heavy weather to-day the much in favor of the American yacht winning. And if she wins the question who will possess the cup will be practically settled. It was surprising how much the Puritan excelled the Genesta in pointing, a quality on which English yachtsmen have always laid great stress.

CROWDS TO VIEW THE CONTEST. MANY STEAMBOATS FILLED WITH PASSENGERS-EUSH FROM NEW-ENGLAND.

The North and East Rivers were fairly alive at daybreak with sea craft of every description. The noise of whistles, from the shrill warning of the saucy little] tugboats to the hoarse sounding fog horns of the big Sound steamboats, echoed on all sides of the city. It was a great day for the river men and the vessels were all more or less bedecked with flags or ribbons. Especially was this true of the steamers that were chartered to carry down excursion parties and the public. At the of Whitehall-st. the steamer Eliza Haucox was in waiting for a party of English and Canadians, friends of Erastus Wiman, who had chartered the vessel. The sturdy Britons came trooping down Broadway with their wives, sons, and daughters and boarded the steamboat un til she could hold no more, when the gates to the landing were barred and the tines cast off, and at 9 o'clock she started down the bay. It is safe to say that the sympathies of the passenger on the Eliza Hancox were with the English cutter. Men in yachting suits with lorgnettes and field

glasses slung over their shoulders, and throngs of and sober-looking civilians flocked toward the Iron Pier and boarded the vessels. of that fleet as they stopped there after touching at Twenty-third-st. The company stated that the number would be limited in order to permit those who were on board to have a good view of the race, but this stipulation was not regarded, and none were turned away who applied. The first boat to get away was the Taurus with 1,000 passengers, mbers of the New-York Yacht Club and their families. Then those who had come in from Boston and the East had a chance, after appearing their hunger, to go aboard the numerous other excursion steamers which started within a short time of each other from points all along the rivers. The at Jewell's Wharf and had about 1,500 persons on board. The Canonicus, which had tied up for a short time at the foot of East Thirty-first-st. steamed around to Pier 27, North River, and was soon loaded with as many passengers as she could safely carry. The Kill von Kull picked up 800 passengers at Jersey City, and then steamed across to the New-York side and took on board 200 more from the foot of Twenty-first-st., North River. The steamer Thomas A. Morgan, which is accustomed to go to the fishing banks, and is a safe and seaworthy boat, carried 400 persons from the foot of West Thirty-fourthst., 200 from the feet of Franklin-st, and 200 from foot of Wall-st. The fishing steamer J. B. Schuyle. left East Twenty-third-st. at 8 o'clock for docks on the North River for more passengers. The Sylvan Grove with 500 on board left Twenty-first-st. and the North River at 8:30 o'clock and Pier No. 6 on the same side of the city at 9:15.

About this time the North and East Rivers and the Bay were fairly swarming with craft. Not since the Statue of Liberty came up in the so beautiful witnessed looking south from the Battery wall. The little yachts with their big spread of canvas all set to catch the light breeze, the tugboats, the big white steamers, ugly lighters, merchant vessels and craft of every conceivable description and from every country passed back and forth on the glassy water, scarcely stirred by the faint wind. An observer seated on the Battery wall could not count the boats, they were so numerous. The police boat Patrol went by with a select party of city officials on board. The tug Joseph P. Stickney sped by with the members of the Larchmont Yacht Club on board. The mammoth steamers Grand Republic and Columbia took down 7,000 persons between them, gathered up at points along the North River and Brooklyn. The members of the New-Jersey Yacht Club went down on the steamer Lyndhurst, while the Sylvan Dell took down 500 of the members of the Atlantic Yacht Club. On the Iron steamer Sirius were the families and members of Eastern clubs from Boston, Portland, Dorchester, Newport, New-Bedford and Lynn. The tugboats Cyclops, Excelsior, Ivanhoe, R. F. Cahill, Indian, C. P. Raymond, M. B. Starbuck, E. L. Levy and Reindeer, all crowded with people, glided past, gay with fluttering pennants. The Old Dominton steamship Breakwater took down the Bay 900 passengers recruited from Philadelphia, Battimore, Washington, Norfolk and Richmond. The schooner C. P. Schultz, in tow of a tug carried about 100 sightseers.

It was estimated that fully 50,000 men and women went down the bay to see the race. As tickets sold from \$1 to \$3 each, about \$125,000 was expended in this way. Active pool-selling on the race was carried on on board the Kill von Kull.

The Sound steamers that reached the city yester day morning or the night before brought hundreds of patriotic New-Englanders ready to bet their last cent on the representative of Yankee shipcraft and Yankee seamanship. Not only the regular steamboats that ply between here and Eastern cities, but many excursion steamers that were strangers in these waters were piloted through Hell Gate about daybreak and steamed down bay without stopping, having on board crowds of men and women for whom the vessels had been specially chartered. About the largest and the prettiest of these visitors was the steamer Empire State, which brought a party of 700 from Boston. The Empire State is similar in size and appearance to the Plymouth Rock. But the great proportion of the sight-seers came in the regular boats. The Bristol and Providence of the all River Line and the Rhode Island of the Providence Line tied up at Warren and Murray

sts, within a few minutes of each other, between 6 and 7 a. m., and 2,000 passengers disembarked and ran the gauntlet of trucks in West-st. They filled up the neighboring hotels and restaurants.

While these three big boats were depositing their quota down-town, higher up the North River the Stonington boat Narragansett landed at an early hour a hungry crowd of 500 Down-Easters, most of whom had come on solely to see the Puritan battle for the Cup. The men carried light overcoats and field glasses, and the women had heavy shawls, for the night on the Sound was cool.

On the East River the steamboat Canonicus tied up to the pier at the foot of East Thirty-first-st., with 700 passengers on board from Block Island and Gay Head. They were many of them New-Yorkers who had come home to stay. In fact, the race has been the means of almost depopulating the summer resorts and watering places, for the rush of people to see the yachts carried away all the New-Yorkers, and few of them are expected to go back. Six hundred people landed at Peck Slip from the New-Haven boat Elm City. About the same number were brenght to the foot of Catherne-st. by the Bridgeport boat Waterbury. The City of Worcester, from New-London, swelled the arrivals by nearly 400, while every train that rolled into the Grand Central Depot for forty-eight hours before the race added its tribute to the living stream that flowed from New-England's "rock-bound coast." Boston, Low-eil, Portiand, Worcester, Lawrence, Fail River, Providence, Newport, and the big and little Cities all sent their representatives. The eight cars of the Boston Express were jammed full when that train rolled into the Grand Central Depot at 6:25 a. m. They were nearly all solid, substantial citizens, merchants, business men, etc.

A GORGEOUS MARINE PICTURE. ALL KINDS OF CRAFT IN WAITING TO SEE TH RACE-WATCHING IN VAIN.

Between 7:30 and 9 a.m. a great throng interested in the famous yachting contest streamed down to almost all the piers on both sides of the city from Twenty-third-st. to the bark from any one pier were the passengers in boats of the Iron Steamboat Company, four of whose largest vessels were employed. The Taurus Club for the use of its own members and guests, and tickets of admission to it were disposed of sparingly. The Taurus was in charge of Jules A. Montant, sociated with Mr. Montant in the direction. The boat was to have left its pier at 8:30 a. m., but a delay of more than half an hour occurred in order to take aboard a contingent of Bostonians who cane from that city on one of the Fall River boats. When the Taurus finally got away, among others on board of her were Captain Robert Boyd, of the United States Navy; C. M. Da Costa, F. G. de A. Stevenson, Miss Kate Claxton, Royal E. Robbins, E. La Montagne, L. L. Browne, B. P. Schwerin, C. J. Prince, Lieutenant W. A. Hadden, United States Navy: William B. Sewall, T. B. Everit, L. W. Coe, W. L. Brooks, F. D. Shaw, David W. Bishop, John W. Emerson, W. M. Mills, Frank Lincoln, Henry Wheeler, George H. Warren, Paul M. Swain, Thomas Devins Beardman, E. A. Houghton, Richard Henderson, Gordon Cunard, George Duryea, Reginald Gray, J. S. Rogers, James Francis, Samuel Stanwood, J. S. Ludlam, Commodore D. L. Braine, the Rev. H. J. De Salis and John

The iron steamboats Cephens, Cygnus and Sirius, each bearing its full complement of passengers, got off while the Taurus still lay by waiting for the whole hour a fine fleet of steamboats, tugs and yachts glided down both the East and the North River and passed away off Governor's Island as if in review before the motley crowd that | surged about the Battery. Most of the sailing vessels that intended to accompany the racers had gone down the bay Sunday night and anchored either off the Staten Island towns or in the ample bash of the Atlantic Yacht Club. These were joined by their owners and guests early in the morning, and quickly put off to the starting point near the Scotland lightship.

All the way down the squadron increased. many vessels were added to it so quickly that it cemed as if they must, have sprung up with sails all set and colors flying from the sea. No sort of craft was wanting to make the array perplexingly Cepheus and Sirius carried out about 1,300 people dainty yawl and the saucy launch, to the great would go over the course in his schooner yacht steamer, all were represented. They came down the bay to the Narrows, and collecting there, waited the signal te start. But the hour appointed for the boats to go over the line passed by, and no signal sounded. The reason was painfully apparent to any one who took the trouble to look about him at the idle sails and the drooping flags hanging limp and useless against the masts. There was scarcely a puff of wind. The sun beat hotly down, and its reflection in the still and glassy water completed the scene of tantalizing dulness. On board the Taurus an earnest crowd collected on the deck and wearily whistled for a breeze. They filled their cheeks and blew away with no other neticeable result than to expend their strength for naught. All the vessels could do was to lie around and wait.

The steam yachts paraded around during this tedious time, their passengers lying about listlessly they can only be enjoyed by those who do not need a breeze. Jay Geuld's Atalanta, large but queenly. rode the waves in graceful majesty. The Stranger, with E. S. Jaffray and a large party on her commodious decks, wandered hither and thither. J J. Alexandre accommodated a quota of guests on his steam vacht the Vision. Mr. Bostwick's Orienta. flying the colors of four different clubs, blew a shrill whistle in honor of every passing craft. The Sigma, owned by M. S. Smith, of Detroit. was among the visiting craft. E D. Morgan and a select party of friends were out in his handsome Amy. J. M. Fiske's Theresa, John L. Aspinwall's Sentinel and John A. Morris's Cora, each bearing a complement of passengers, were among the steam yachts of the fleet. Fairman Rogers, of Philadelphia, added noticeably to the brilliant scene with his steam craft Magnolia. The Rival, the Corsair and the Electra, owned respec-tively by J. A. Baker, Elbridge T. Gerry and J. Pierpont Morgan, cruised gayly about each other on the outskirts of the fleet in Gravesend Bay. The Polynia, long and elegant, stirred up a heavy sea as she wandered around. There were with Allen Thorndike Rice, on his steam yacht W. K. Vanderbilt, Herbert worth, of Geneseo; Whitelaw Reid, Lloyd Bryce and Mr. Churchman, of Philadelphia And throughout the entire squadron, daring one and all to combat, Herreshoff's little wonder, the and all to combat, Herreshoff's little wonder, the trim Stiletto, passed swiftly through the waters with none to say it nay. It flow fiercely along shricking a shrill melody with its whistle, while the water boiled about its stern as if in anger at being deait with sc contemptuously. Then it would stop so suddenly that one could see its smokestack trembie, or turn about at an almost perceptible angle. Wherever it went the people crowded the sides of their craft to observe its spirited approach, and loud choruses of cheers rent the air in honor of the blind builder who sat upon its little oval deck.

deck.
All the excursion steamers in this concourse of vessels were crowded with sightscers. Perhaps the Grand Republic carried more passengers than any other boat. She may not have borne any more than the law allows, but certainly she had all the people on her that it was "safe to carry. The steamers Elm City, Zouave, Sylvan Grove, J. B. Schuyier, Sam Sloan, Sylvan Dell, H. T. Baya, Thomas A. Morgan and Empire State were all used as excursion boats, and were all overflowing with passengers.

as excursion boats, and were all overflowing with passengers.

It was hardly possible to count the little tugs that played around in the Narrows. There could scarcely have been many left for the regular business of the harbor. They were hired by private parties not only from this city and its vicinity, but from States as far South as Kentucky, and as far West as Michigan. Among the larger ones were the Gertrude, the Lyndhurst, the Ocean King, the W. H. Bentley, the H. F. Sisson, the Reindeer, the C. B. Sanford, the Jasen, the Quaker City, the James D. Ward, the W. Goodwin, the Pennsylvania Railroad tugs Delaware and Ivanhoe, the L. Boyer, the Joanna, the Luther C. Ward, which did honorable service to the Puritan, the M. D. Wheeler, the Joseph Stickney, bearing members of the Larchmont Yacht

Club and flying its colors, the B. H. Haviland, with a party from the Eever's Yacht Club aboard, the Emma Kate Ross, the F. W. Vosenburgh and the E. G. Burgess. Most of the tags mentioned were hired by members of yachting clubs, and among the clubs thus mentioned were the Atlantic, the New-Jersey, the Fall River, the Eastern, the Knickerbocker, the Dorchester, the Harlem, the Quincy, the Hull and the South Boston. The steamer William Fletcher was chartered for the use of members of the Seawanhaka Club and flew its picturesque flag.

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It was possible for passengers on board the steam craft in some measure to entertain themselves, but those who had chosen to sail in their schooner and sloop yachts were forced to sit idly by during the weary wait for a breeze and bask in the blazing sunlight. There was an immense fleet of sailing vessels present. The entire squadron of the Eastern Yacht. Club participating in its cruise swelled the number largely. Among others were the schooners Montauk, Danutless, sailed by Mr. Colt, Estelle by James D. Smith, Wave Crest by Commodore Dickerson, Varuna by G. H. B. Hill, Resolute and Wanderer. The old America, which first won the priceless trophy, now being so hardly contested and in whose honor it is named lay off fort Wadsworth. Her owner, Benjamin F. Butler, sat proudly at her helm. He wore a navy blue suit with a short coat, brass buttons and a cap bespaongled with gilt bands, stars and eagles. All the steam craft, as they passed by, saluted the America, and General Butler bared his gray head, threw back the curls that cluster on it, stood up and bowed profoundly to all who offered their attentions.

As all these vessels and a hundred others, dressed in holiday attire and filled with excursionists, crowded into the Narrows and Gravesend Bay from Fort Wadsworth, on the Staten Island shore, down to Concy Island Point, a scene of nantical beauty was presented that was fairly inspiring. Sucha day was never seen in New-York Bay before, and only the merry conflict of international spirit could have produced it. It was a gorgeous panorama—a carnival on the sea. White sails riding high in the air and spreading breadly over low and graceful hulls; handsome smoke stacks rearing up at a gentle lineline and pouring out a hundred pretty curls of blue-black; rakish masts and dainty spars; flags and ensigns or every hue and shape, and a boundless stretch o

cyes were ever turning, rode in majesty the two har champions in whose effort two great nations were strangely interested.

When the start was finally made, after four hours of idle waiting, it was so quietly orbered that the vessels about hardly perceived that the boats were off, and it was fully ten minutes before that fact was clearly apparent to the squadron. Then an uncertally chorus of shricking whistles a crose, and a sort of semi-circle, extending for full a mile around was formed by the accompanying craft. The wind was so slight that comparatively little interest was taken in the race by those outside of the judges boat though the Puritan sgrowing advantage as the tim crept along was hugely enjoyed. The old America followed jauntaly, but the Montank walked right up on her and laid the old champion meonsiderately low. Aside from the engaging vessels there was no attempt at speeding made by the accompanying craft. Most of them followed the racers down the entire course so far as it was sailed, but when it was decided that no race would be had, they were not slow in scudding back to the flarbor. On board of the Taurus the sentiment, of centree, was that great encouragement had been offered for the hope that the Puritan would save the cup.

DETAILS OF THE RACE. THE ENGLISH CUTTER OUTFOOTED AND OUT-POINTED,

night in the Horseshoe and were ready for the start bright and early. When the judges' boat came down at 9:50 o'clock the Yankee sloop took a tow and went out by the once spotless whiteness, seemed just to skim along the surface of the water as she passed rapidly out toward the ocean. Every thing about the Genesta was clean and bright shipshape. Her crew moved about in suits of white and wearing red tufted, blue "stowboat" caps, and looking picturesque and nautical, Sir William Leving, Sir Richard Sutton and the guests smoked their pipes and lounged in picturesque attitudes and variegated attire. The cutter hoisted her mainsail, forestaysail, jib, jib topsail and club topsail soon after Paritan left the Horseshoe and stood out for the open sea. A large fleet of yachts was standing out at the time, but the cutter passed through them as if they had been standing still. Contowed inevitable small boat. Just before the race General Butler sent word to the committee that he committee refused to take the time of any but the competing yachts. Off point of the Hook the Judges' boat the Genesta in tow. Then for the first time since she has been in these waters the Genesta was seen without a small boat towing astern, the boat being

taken on board.

The Genesta came to the line in a state of perfect preparation. At 4 o'clock yesterday morning all hands were called aboard of her and every part of her rigging and spars was carefully examined to see that they were in perfect order. Every sailor strapped a sheath knife and a bunch of rope-yarn od his watst and the steward was ordered to issue as much beer to the crew as they wanted. A sailor climbed up to the topmast and stuck in the topmast head an iron rod, from which fluttered a racing flag of black and red. Another racing flag of similar colors was run up to her peak and the Genesta was ready for the fray.

The Puritan flew a racing flag of red, white and blue. The racers arrived at the Scotland Lightship at 11 o'clock and there they sailed about impatiently waiting for a wind. The light breeze from the northeast which was blowing was just enough to make the yachts move languidly about. So the sailors scratched the masts and whistled for a breeze. The Genesta was under mainsail, forestaysail, jib, jib topsail and club topsail. The Yankee sloop was under mainsail and club topsail, with her jib topsail run up in stops. The Puritan still kept a line out to her tag. A black sparrow came higing from the distant shore and settled on the leach of the Puritan's club topsail. At 1 o'clock the wind hauled to the eastward and freshened. Mr. Tams signalled the Genesta and Poritan to get ready to start. The start was from the Scotland Lightship, and the course given out was southeast. The judges' boat steamed up to her tow running up forestaysail, jib and jib topsail, sailed up north of the starting line The Genesta sailed up near her antagonist, and the signal to start was

impatiently waited. At 1:30 a prolonged blast of the Luckenbach's steam whis tle and the hoisting of the blue peter at the flag-staff in her bows gave the waiting yachts the preparatory signal. Five minutes later the signal to go was given and the New-York Yacht Club flag hoisted on the Luckenbach. The English cutter and the Yankee sloop came down to the start with main-sail, forestaysail, jib, jib topsail and club topsail set. The Genesta moved slowly as she approached the line, but the Puritan sprang rapidly forward and left clear water between herself and the Genesta. Only two minutes were allowed to cross the line, but the Genesta did not seem to be in any hurry. The Puritan crossed considerably in advance, but when the English yacht had waited until she was handicapped 37 seconds, thus losing her time allowance and 6 seconds besides, she suddenly seemed to become endowed with life, and sprang after the flying Yankee. The times of crossing were as follows:

They both crossed on the starboard tack and stood out to where the red hull of the Sandy Hook Lightship rested on the blue water. The Puritan first appeared to be drawing away from the Genesta, but in a second or two the cutter gathered neadway and she caught up to her rival. She was considerably to leeward, however, and though she tried her best could not get ahead of the Yankee sloop, Both

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BISMARCK'S OFFER TO SPAIN.

THE DISPUTE OVER YAP NOT ENDED. GERMANY ANXIOUS FOR A DIPLOMATIC SOLUTION

OF THE QUESTION. Madrid, Sept. 7 .- Dispatches just received regarding the German occupation of Yap state that the Spaniards on the island had hotsted the Spanish flag and had lowered it at sunset for the night, as is customary the German gunboat ran in, landed marines and sailors, place despite the protestations of the Spaniards.

forces from Yap provided Spain will not occupy it pending a diplomatic solution of the question as to Spain's claim over the island. Germany will acknowledge Spanish occupation of Yap provided Spain sland before the German gunboat had arrived in harbor. The excitement in Madrid over the affair has quieted down and everything was tranquil last night. in an interview to-day censured King Alfonso for delaying his return to Madrid. He thought the King should an opportunity to excite the people to rebellion. Spain,

he said, must avoid a war at all hazards. Count von Hatzfeldt, in his statement to Count Benomore regarding the orders that had been given to the German gunboat, meant that the gunboat had been forbidden to hoist the German flag where the Spanish flag of the commander of the gunboat would not affect the

It is the universal opinion here that the last communi cation to the Government from Count Solms-Sonnen walde, the German Minister, justifies the hope of a speedy and amicable settlement of the Carolines dis

BERLIN, Sept. 7 .- The Kreuz Zeitung says that Ger many, in obtaining reparation from Spain, refrains from adding to the troubles of a friendly sovereign. The Kreuz Zeifung is confident that Prince Bismarck's seasoned judgment and firm hand will conduce to a settle-ment of the dispute. Other newspapers praise the

Paris, Sept. 7 .- La France publishes a statement today to the effect that a mob had murdered the German Consul at Saragessa, Spain. The report is not believed, been received.

the German Consulate in that city. The local authorities have taken steps to prevent such an outrage. The newspapers of Paris in commenting on the difficulty be-tween Germany and Spain insist that Prince Piamarck is trying to embroll France in the affair.

One hundred and fifty Spaniards held an anti-German demonstration at Narbonne, Department of Aude, yes-

Government has renewed its orders to the Governors of provinces to prevent anti-German manifestations, and and Valencia. It is probable that King Leopold, of Belglum, or Emperor Francis Joseph, of Austria, will be asked to act as arbitrator between Spain and Germany. hasty decision to rupture the friendly relations with Germany. Anti-German demonstrations at St. Sebastian made in connection therewith.

HAVANA, Sept. 7 .- About 5,000 persons attended a Mavaya, Sept. 7.—About 5,000 persons attended a meeting at the Spanish Casino here yesterday, which had been called to take action in connection with the seizure of the Caroline Islands by Germany. Enthusiastic speeches were made, pledging the lives and property of the citizens of Cuba in support of the Spanish Government in case of war. A merchant, in the name of the merchants of Havana, offered \$500,000 toward purchasing menof-war. A resolution was adopted urging traders to suspend relations with Germany while negotiations are rending. A procession was then formed and marched to the palace, and the prebalent and directors of the Casino called on the Captain-General and informed him of the action of the meeting. The Captain-General thanked them and said that if war broke out the Germans would not go to Spain, but might come to Caba, in which case he was prepared to defend the island from German aggression, and he counted on their support and that of all the people of Cuba. The gathering dispersed peacefully, after giving cheers for Spain, King Alfonso and the Captain-General. A portion of the crowd passed in front of the German Consulate, repeating the cheers for Spain and King Alfonso. The consulate is guarded. A committee from the political party known as the Union Constitutional, and the commanders of numerous volunteer corps, have offered their services to the Captain-General and the National Government. The press of Havana is highly indignant over the Carolines affair and the public excitement is intense.

THE CHOLERA RECORD IN SPAIN AND FRANCE. Madrid, Sept. 7 .- There were 2,132 new ported yesterday throughout Spain. Yesterday's returns, as compared with those of August 30, show that the epidemic has increased in Barcelona, Cadiz, Santander and Tarragona, and has decreased about 50 per cent in the remaining provinces.

Toulon, Sept. 7.—Eight deaths from cholera were reported in this city to-day. Nine patients were admitted to the hospitals, edght were discharged cured and 118 remain under treatment.

MARSHILLES, Sept. 7.—There were sixteen deaths from cholera here to-day. WASHINGTON, Sept. 7.—Consul Mason at Marsellles

has sent to the State Department a further report, dated august 27, on the cholera epidemic. He says:

August 27, on the cholera opidemio. He says:
Accepting these statistics as now published—they are
undoubtedly below the truth—the deaths from Astatic
cholera in Marcellies since August 20 inclusives have
numbered by days as follows: 64–69–46–45–45–39–
27. Total deaths from all causes during the same plays:
102-118-92-76-88-70-83. This, considering that
the normal death rate of Marcellies is less than 30 a day,
is a frightful record, and shows that typhus and typhold
fevers are ravaging this recking city with a velumence
scarcety less deadly than that of cholera itself.

Mr. Mason says that the departurer from the city number about 2,000 a day, but there has been no panic like that of 1884, the public mind having been gradually prepared for the developments which for a time were suppressed by the city Government and the press. With the exception of perhaps four or five comparatively new and handsome streets the postlience has this year in-vased every part of the municipality and its suburbs. The nowest peculiarity of the choicrs both at Marseilles and Toulon, Mr Mason says, is a tendency to compilea-tion at an early stage with typhoid faver, a combination from which few patients are ever rescued.

NEWS NOTES FROM LONDON. Mr. Gladstone's Health.—Sir Andrew Clark has isgnosed Mr. Gladstone's condition and reports that he ex-Premier is sound in health, but that eare is

JOHN BRIGHT'S OPINION.—John Bright has written a strer in which he expressed the opinion that at this ime everyone who values honesty and decency in public life should submit himself to the true interests of the

INTERESTS OF RUSSIA AND ENGLAND. VIENNA, Sept. 7 .- It is reported here that the Government of India has arranged a convention with Beloochistan, by the terms of which the latter is to assist Afghanistan with 30,000 troops in case of a Russian-Afghan war. In return Beloochistan is to be sub-sidized equally with Afghanistan and the Quettah rail-way is to be connected with Kelat, the capital of Beloochistan.

LONDON, Sept. 7.-The Ameer of Bokhara has abdicted in favor of his son Turant, who is immical to Russian interests and friendly toward England. Russia has determined to extend her railway system through Bokhara despite the protestations of Turani. A Bokhara embassy is at present in St. Petersburg discussing the question with the Russian Ministry. The concession for building the railway was obtained by Russia from the father of Turani, and is in connection with the Trans-Caspian Railway.

INSTALLATION OF ARCHBISHOP WALSH. DUBLIN, Sept. 7 .- Archbishop Walsh was installed in office to-day in the Dublin Cathedral. The ceremonies were witnessed by the Lord Mayor and Corporation, Measrs. Davitt and O'Doherty, twelve Parliamentary supporters of Mr. Parnell and a vast concourse

SMALLPOX IN MONTREAL. MONTREAL, Sept. 7.—There were twelve deaths from smallpox here on Saturday and fourteen on Sanday.
CONCORD, N. H., Sept. 7 (Special).—The officers of the State Board of Health, who have returned from Canada,

express the highest dissatisfaction with the inefficiency displayed by the City Government of Montreal in its dealings with the smallpox epidemic. They say that immediate action must be taken if New-England is to be spared from the disease. The running of passenger cars through from Montreal by way of this city has been stopped to-day and all through passengers will be transferred at or near the boundary line. The ambiect of stopping all trains beyond the line is said to be under consideration by railway officials. To-day President Connor, of the State Board of Health, said that the United States is the only power that can establish an effectual quarantine between Canada and New-England. spared from the disease. The running of passenger cars

INCIDENTS IN THE DOMINION. MONTREAL, Sept. 7 (Special) .- A few months ago James E. Mooney kept the Montreal Theatre on Bea-

ver Hall Hill. He called to Montreal James Clark's company. Mr. Clark sent a form of agreement where it was stipulated that the company should receive \$1,200 for one week's engagement. Mr. Mooney's agent telegraphed back to Mr. Clark telling him that everything was all right and that he could come. The company arrived, when the proprietor informed Mr. Clark that he eould not sign the engagement, but would give him 65 per cent of the receipts of the week. Mr. Clark at first refused, but afterward consented and took out an action after his engagement. In rendering judgment in this case this morning Justice Taschereau held that not-withstanding the agent's telegram the action must be dismissed, as the former engagement, if any, was caucelled by the plaintiff's consent to a new engagement.

ELIZA ARMSTRONG'S TESTIMONY. TELLING HOW SHE WAS ABDUCTED BY MRS. JAR-

LONDON, Sept. 7 .- Mr. Stead, Editor of The Pall Mall Gazette, Mrs. Jarrett, Bramwell Booth, Mrs. Coombe, Mr. Jacques and Mrs. Maury, the defendants in the Eliza Armstrong abduction case, appeared at the Bow Street Police Court to-day. Mr. Stead conducted his own case, while counsel represented the others. The excitement in the court-room has seldom, if ever, been who had assembled to hear the proceedings. Members cabs, and were hooted and jostled by the crowd on their way to the court-room. In the court there was a compact mass of people. Mrs. Jarrett sat in the prisseats in front of the dock.

case for the Crown with a long speech in which he gave a description of how the girl was obtained from her mother, the outrages to which she had been subjected after she was installed in Madame Maurey's house and the ill treatment she had received from the time she left her mother until she was recovered and taken home. calm demeanor, her eyes closed and her head nodding, closely resembling Charles Dickens's "Sally Brass" in the "Old Curlomty Shop." Mr. Stead appeared unconcerned, smiling occasionally and at times denying Mr. Poland's allegations. At the conclusion of his address to the court Mr. Poland demanded the committal of all

the defendants for trial.

The child, Eliza Armstrong, was placed on the witness stand and identified Mrs. Jarrett as the woman who had secured her from her mother on the plea of needing her assistance to do housework. The girl then gave in de-tail all the circumstances connected with her abduction. tail all the circumstances connected with her abduction. She further testified regarding her examination by a physician, and said that after she was dispatched to France to prevent the police from getting possession of her for her mother she wrote several letters home, but the members of the Saivation Army who had charge of her suppressed them. This ended the girl's testimony for the day. The defendants indicated that they would contest the accuracy of many of the girl's statements. The court then adjourned until to-morrow.

The defendants have all been released on bail. Mr. Stead and Mrs. Jarrett were hissed by the crowd as they were leaving the court. The mob at the doors of the court tried to overlum General Booth's carriage and molested other members of the Saivation Army. Eliza Armstrong was cheered.

FRAGMENTS OF CABLE NEWS. Conk, Sept. 7.—The municipal authorities of this city have unanimously refused to pay £400 for extra police service.

BERNE, Sept. 7.—The International Conference for the protection of literary and artistic property opened its session here to-day. M. Droz, Swiss Minister of Commerce and Agriculture, was chosen president, and M. Arago, the French Ambassador, vice-president.

Dublin, Sept. 7.—A party of moonlighters made a descent on a farm-house near Traise last Sunday evening. They pulled a girl out of bed and cut off her hair, and tied two donkeys tall to tail and burned them alive. They also burned a rick of hay and stabbed a horse to death.

ARRESTING THE WYOMING RIOTERS. CHEYENNE, Wyo., Sept. 7 .- The Sheriff of Sweetwater County has arrested twenty-two of the supmorrow. More arrests will follow. The charges against the prisoners are murder, arson, rioting and robbery. no more dead bodies have been discovered. It is esti-mated that the number of those who lost their lives, including several who have died in the surrounding hills

WASHINGTON, Sept. 7,-Chiu Chi Yueng, Secretary Chinese Legation, Chinese Minister, said to-night that nothing would be done by the representative of the Chinese Government here in the matter of the recent massacre of Chinese at Reck Springs, Wyoming Territory, until a report of the occurrence had been received from the Chinese Consul at San Francisco. The question would then be considered. Thus far there had been no correspondence upon ered. Thus far there had been no correspondence upon the subject. Adjutant-General Drum had a conference with the President to-day, and gave him an account of the steps taken by the War Department to suppress the

WORKINGMEN OPPOSING THE SOCIALISTS.

CHICAGO, Sept. 7 .- The Trades Assembly today celebrated the workingmen's holiday. Nearly 8,000 ns took part in the parade. The red flag of the persons took part in the parade. The red flag of the Socialists was not allowed in the procession. The fol-lowing was adopted at a mass meeting in the afternoon; lowing was adopted at a mass meeting in the afternoon;
The organized mechanics and workingmen of Chicago on this, the first celebration of labor's National holiday, deem it due to themselves and the public to announce that while they know their rights and dare maintain them at all hazard, they prefer the ballot to the bullet, reason to ruffianism, united, intelligent action to meaningless violence, as the agencies best calculated to remove the evils of which they complain; that means which may be justifiable in the deepotisms of the Old World are unwarranted and out of place in a free republic, where the franchise is the inalicuable right of every American citizen, irrespective of color and nationality; and that they are unwilling to aid in the destruction of the institutions of a country, the hope of the oppressed of every clime, which their valor and patriotism have secured.

DIVING HEAD FOREMOST OUT OF A WINDOW. Boston, Sept. 7 (Special) .- Peter McCary. who had been drinking, awoke about 1 o'clock the morning with the idea that the house was on fire and that it was his duty to save the lives of the inmates. After having fled a number of imaginary persons to a window and sent them to the ground, as he dreamed, by a safety chute, he decided to save himself in the same manner. His wife by this time being awakened by the noise was horrified to see him making preparations dive out of the window head first. With a bound she succeeded in grasping one of her husband's legs just as he shot out of the window. Shricking for help she hung on to him, but before the arrival of ald her strength gave out and she was obliged to let go her hold. Her husband fell to the sidewalk, where he was picked up unconscious and conveyed to the City Hospital. There are slight

TELEGRAPHIC NOTES.

FROST IN MAINE.

FARMINGTON, Me., Sept. 7.—There was frost last night on the lowlands which did considerable damage to corn, beans and other crops.

A STORMY SEASON FOR FISHERMEN.

GLOUCESTER, Mass., Sept. 7.—The schooner David A. Story, the first of the iceland fleet, arrived home this morning with a good fare. She reports the stormlest season on that coast since 1857. All the fleet met with losses of fishing sear. A heavy gale prevailed from, July 8 to July 11. The schooner Carrier Dove lest two dorless and one man.

LESSENING THE COINAGE OF SILVER DOLLARS. PHILADELPHIA, Sept. 7.—Superintendent Fox., of the

PHHADELPHIA, Sept. 7.—Superintendent Fox, of the Mint, has received an order from the Secretary of the Treasury to coin 1,700,000 standard silver dollars this month. Last month the order was for 1,800,000. month. Last month the order was for 1,00,000.

THREE CHILDREN SHOT BY A CARELESS MAN. MILWACKES, Wis., Sept. 7.—Joseph Jarvek purchased a gan on Friday, and on Sunday afternoon took it into the back yard and when fifteen feet from the fonce discharged it, intending, he says, that the shot should enter the ground. The cartridge passed through the close, high board fence and exploded, fatally wounding two children and hurting a young girl.

children and hurting a young girl,
SHOT FOR INVADING HIS NEIGHBOR'S HOUSE.
GREENVILE, Ohlo, Sopt. 7.—John Essick, while in his
back-yard on Saturday night, heard his wife scream in
the house and saw William Wise, a neighbor, run jout at
the front door. Seizing a shot gun he fired at him and
sent a charge through Wise's body. Wise died at midnight.

night.

STEALING A SAFE AND I'18 CONTENTS.

ENANTASKET BLACH, Mass., Sept. 7.—Thiswes forced an entrance into the Ocean View House last night and took the safe and carried it to the beach, where they biew it open. They obtained \$1,000 in cash and a quantity of valuable jewelry. Some papers and \$100 were found on the beach this morning near where the safe was blown open. The burglars also entered the Hotel Standish, where they broke into the wine cellar and drank fluor found there. The Vine Cafe was also entered and liquors and cigars were stolen.

and cigars were stolen.

PORT TOBACCO, Md., Sopt. 7.—A destructive haitstorm occurred on Saturday evening. Entire fields of
corn and tobacco were destroyed. The damage in Charles
County is estimated at \$100,000.

SCIENCE AND COMMON LIFE

AMERICAN SOCIOLOGISTS' MEETING.

ADDRESS OF COMMISSIONER EATON TO THE SOCIAL SCIENCE ASSOCIATION. [BY TELEGRAPH TO THE TRIBUNE.]

SARATOGA, Sept. 7.-The American Social

Science Association to-night began its general meeting There was a distinguished assemblage present

was "A word on the scientific method in the common affairs of life." He reviewed the unsettled problems of human life, the questions healthful, judicious and conscientious living, which Laws are important in this as in every other depart-ment of human action and their discovery and use alizing therefrom. The ignorant man, swayed by his passions and appetites, rejects it. The speaker ridiculed the credulty of men in regulating their affairs by omens and senseless superstitions, (while neglecting the solid ground which science has deduced from observation and experience. Every advance of science is of its own

quartered at the Burham boarding-house started across through the culvert under the track. In it were C. Van Herwerden and his eleven-year old son, of Flushing, L. Herwerden and his eleven-year old son, of Flushing, L.

I., Mrs. Jansen, Miss Jansen and Mrs. Andrews, of
Brooklyn. The flood tide was running through the enlvert swiftly and the boat was dashed against the
timbers and capsized. All the occupants of the boat
were thrown into the water and carried by the tide into
the cove. Their cries for help could be heard a long distance and the women of the other party, who stood
upon the railroad track, screamed with anguish. Mr.
Andrews put out to the people in the water and succeded in reaculing all but the little boy, Veils Van Herwerden, who went down before he could reach him.

ATTEMPTING TO WRECK A PASSENGER TRAIN. ELMIRA, Sept. 7 (Special).—At Alder Run trestle, Pennsylvania, on the Elmira and State Line Railway, this morning, an attempt was made to wreck a regular passenger train by placing railroad ties at both would be wrecked and thrown down eighty feet into a Vinited Scot and a fireman was on its way to this city and the men saw the obstruction just in time to prevent any knowledge of the affair. He was placed on the engine before the open door of the furnace and by threats of f sling him to the flames a confession was drawn from him. He said that he was a farm hand. His name was John Weish. He had worked for the railroad and owed the road a grudge and took this means to get

PECULIARITIES OF THE NEW COMET.

PHELPS, Sept. 7.—The new comet discovered by Protessor Brooks, of the Red House Observatory, In the latest observation a peculiar flashing of its light was noticed. The comet is in the western evening sky and is moving eastward. It will soon enter the upraised arm of the constellation Bootes.

TELEGRAPH WAR IN ARKANSAS.

PINE BLUFF, Ark., Sept. 7 .- The Western Union Telegraph Company applied to the Courts of Little Rock, Ark., last week for an injuction to prevent the Arkansas Telegraph Company from building a tele-graph line along the right of way of the Little Rock, graph line along the right of way of the Little Reck, Mississippi River and Texas Rallroad between Pine Binff and Little Rock, claiming an exclusive contract with the railroad company. The injunction has just been denied because at the last seasion of the Legislature a law was passed granting telegraph companies right of way on all railroads in Arkansas. The Arkansas Telegraph Company is a branch of the Baltimore and Ohlo system.

CATHOLIC WOMEN TO VOTE

Boston, Sept. 7 (Special) .- The advocates of roman suffrage are rejoicing to-day over the new movement for the enrolment of Catholic women under the law which permits women to vote for members of school boards. The law has been in operation several years, but the number of Catholics who voted under it has been small. Now, however, priests are arging them to register on the ground that in self-defence they must counterant the work of Protestant women voters whe last year excluded all Catholics from their ticket. Mrs. Livermore, Dr. Blackwell and Mrs. Stone to-day ex-pressed their pica-ure at the movement.

TRYING TO SHOOT HIS HEART OUT.

DANVILLE, Va., Sept. 7 .- A quarrel occured this evening at Martinsville between W. T. Hodnett and J. W. Matthews, in which Matthews drew a pistol. J. P. Hodnett, the brother of W. T. Hodnett, protested against will not only draw but shoot his heart out," and Bred. The ball entered Hodnett's side and passed through his body, but the wound has not yet proved fatal. Matthews mounted a horse and escaped.

PUBLIC BEQUESTS OF CHARLES FAULKNER. Beston, Sept. 7 .- The will of Charles Faulkner, of this city, contains the following public bequests: To the Children's Hospital in Huntington-ave., \$10,000; to the Benevolent Fraternity of Churches, \$3,000; to the Childrens' Mission, \$5,000; to the American Uni-tarian Association, \$5,000; to the Young Men's Chris-tian Union, \$5,000; to the Home for Aged Women in Revere-st., \$1,000; to the home for Aged Men, \$1,000.

SIXTEEN BULLETS FAILED TO HIT HIM. DANVILLE, Va., Sept. 7.—A negro of the name of Armistead, who recently escaped from juli in Lynchburg, resisted a policeman in North Danville this morning who attempted to arrest him, and firing began on both sides. Armistead fired five shots at about thirty yards, and ran off when the sixth cap falled him. Four policemen fired sixteen shots at the negro, but nobody was hurt and Armistead escaped after a chase of about

CITY OFFICERS CAUGHT IN A GAMBLING HOUSE. JACKSON, Mich., Sept. 7 .- The police force of this city having been found inadequate to the task of keeping the disorderly elements straight, a police comorce. The commission has searched several gambling

MURPEROUS DISORDER IN CHATTANOOGA. CHATTANOOGA, Tenn., Sept. 7 .- The body of the murderer Williams, was cut down from the beam in the jail at 2 a. m. to-day and was taken away by his family. W. T. Nanny, who was wounded in the indiscriminate shooting of the negro mob, died this morning. "Ben" Palmer, a negro who was shot, is low and will perhaps die. The other wounded man is not seriously hurt. The body of Mitchell, whom Williams murdared will be buried to-day.